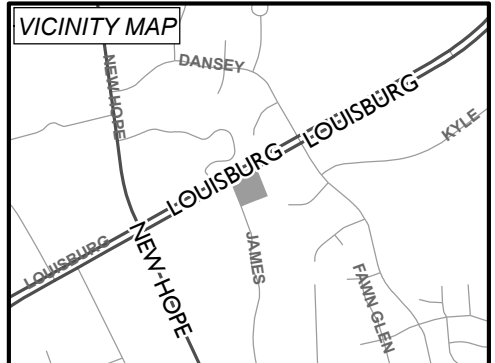


**Submittal
Date**

9/1/2017

Request:

**0.91 acres from
R-6
to NX-3-CU
w/**



Map Date: 9/7/2017

Rezoning Application



Department of City Planning | 1 Exchange Plaza, Suite 300 | Raleigh, NC 27601 | 919-996-2626

REZONING REQUEST			
<input type="checkbox"/> General Use <input checked="" type="checkbox"/> Conditional Use <input type="checkbox"/> Master Plan			OFFICE USE ONLY Transaction # Rezoning Case #
Existing Zoning Base District R-6 Height Frontage Overlay(s) _____ Proposed Zoning Base District NX Height 3 STORY Frontage Overlay(s) _____ <small>Click here to view the Zoning Map. Search for the address to be rezoned, then turn on the 'Zoning' and 'Overlay' layers.</small>			
If the property has been previously rezoned, provide the rezoning case number: N/A			
Provide all previous transaction numbers for Coordinated Team Reviews, Due Diligence Sessions, or Pre-Submittal Conferences:			
521910			

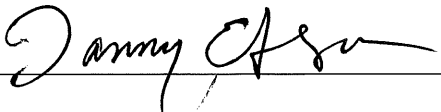
GENERAL INFORMATION			
Date August 27, 2017 Date Amended (1) August 27, 2017 Date Amended (2) August 27, 2017			
Property Address 4506 LOUISBURG ROAD, 4428 JAMES ROAD			
Property PIN 1726722386, 1726722301		Deed Reference (book/page) 016163/00192, 007298/00467	
Nearest Intersection NEW HOPE/ LOUISBURG ROAD			
Property Size (acres) .91	(For PD Applications Only) Total Units Total Square Feet		
Property Owner/Address DANNY EASON 7024 KRISTI DRIVE GARNER N.C. 27529		Phone 9192109500	Fax N/A
		Email dannyeason2769@yahoo.com	
Project Contact Person/Address MAC MCINTYRE PE 4932 B WINDY HILL DRIVE RALEIGH NC 27614		Phone 9194275227	Fax N/A
		Email macmcintyrepe@gmail.com	
Owner/Agent Signature		Email	

A rezoning application will not be considered complete until all required submittal components listed on the Rezoning Checklist have been received and approved.

AUG 31 2017 PM 1:44

CONDITIONAL USE DISTRICT ZONING CONDITIONS		
Zoning Case Number		OFFICE USE ONLY Transaction # Rezoning Case #
Date Submitted		
Existing Zoning R-6	Proposed Zoning NX3- CU	
Narrative Of Zoning Conditions Offered		
1. THE PROPOSED REZONING WILL NOT ALLOW THE FOLLOWING: REMOTE PARKING LOT AND COMMERCIAL PARKING LOT		
2.		
3.		
4.		
5.		
6.		
7.		
8.		
9.		
10.		

These zoning conditions have been voluntarily offered by the property owner. All property owners must sign each condition page. This page may be photocopied if additional space is needed.

Owner/Agent Signature  Print Name DANNY EASON

REZONING APPLICATION ADDENDUM #1	
Comprehensive Plan Analysis	OFFICE USE ONLY Transaction # Rezoning Case #
<p>The applicant is asked to analyze the impact of the rezoning request. State Statutes require that the rezoning either be consistent with the adopted Comprehensive Plan, or that the request be reasonable and in the public interest.</p>	
STATEMENT OF CONSISTENCY	
<p>Provide brief statements regarding whether the rezoning request is consistent with the future land use designation, the urban form map, and any applicable policies contained within the 2030 Comprehensive Plan.</p>	
<p>THE PROPOSED REZONING IS CONSISTENT WITH THE FUTURE LAND USE PLAN</p> <p>1.</p>	
<p>WITHIN THE PAST FEW YEARS OTHER PARCELS ALONG THE FRONTAGE WITH 401</p> <p>2. HAVE BEEN REZONED TO SAME ZONING OR SIMILAR ZONINGS AS WELL</p>	
<p>3.</p>	
<p>4.</p>	
PUBLIC BENEFITS	
<p>Provide brief statements regarding the public benefits derived as a result of the rezoning request.</p>	
<p>THE PROPOSED REZONING WILL PROVIDE FOR FOR ADDITIONAL NEEDED</p> <p>1. NEIGHBORHOOD RETAIL ORIENTED USES ALONG THE 401 COMMERCIAL CORRIDOR</p>	
<p>2.</p>	
<p>3.</p>	
<p>4.</p>	

REZONING APPLICATION ADDENDUM #2	
Impact on Historic Resources	OFFICE USE ONLY Transaction # Rezoning Case #
The applicant is asked to analyze the impact of the rezoning request on historic resources. For the purposes of this section, a historic resource is defined as any site, structure, sign, or other feature of the property to be rezoned that is listed in the National Register of Historic Places or designated by the City of Raleigh as a landmark or contributing to a Historic Overlay District.	
INVENTORY OF HISTORIC RESOURCES	
List in the space below all historic resources located on the property to be rezoned. For each resource, indicate how the proposed zoning would impact the resource.	
THERE ARE NO KNOWN HISTORIC RESOURCES LOCATED ON THE PROPERTY	
PROPOSED MITIGATION	
Provide brief statements describing actions that will be taken to mitigate all negative impacts listed above.	
NONE NEEDED	

URBAN DESIGN GUIDELINES

The applicant must respond to the Urban Design Guidelines contained in the 2030 Comprehensive Plan if:

- a) The property to be rezoned is within a "City Growth Center" or "Mixed-Use Center", or
- b) The property to be rezoned is located along a "Main Street" or "Transit Emphasis Corridor"

as shown on the Urban Form Map in the 2030 Comprehensive Plan.

Urban Form Designation: N/A

Click [here](#) to view the Urban Form Map.

- | | |
|----|--|
| 1. | <p><i>All Mixed-Use developments should generally provide retail (such as eating establishments, food stores, and banks), and other such uses as office and residential within walking distance of each other. Mixed uses should be arranged in a compact and pedestrian friendly form.</i></p> <p>Response:</p> <p>The parcels at issue are designated in the land use plan as a mixed use district for development of neighborhood business and residential uses</p> |
| 2. | <p><i>Within all Mixed-Use Areas buildings that are adjacent to lower density neighborhoods should transition (height, design, distance and/or landscaping) to the lower heights or be comparable in height and massing.</i></p> <p>Response:</p> <p>The parcels on each adjacent lot on highway 401 are zoned for mixed use development. The property to the rear of property is zoned for medium density in the future. Required transition buffers along the property lot line should provide for buffering between the zonings</p> |
| 3. | <p><i>A mixed use area's road network should connect directly into the neighborhood road network of the surrounding community, providing multiple paths for movement to and through the mixed use area. In this way, trips made from the surrounding residential neighborhood(s) to the mixed use area should be possible without requiring travel along a major thoroughfare or arterial.</i></p> <p>Response:</p> <p>The combined area for both properties being rezoned is less than 1 acre and will not require any additions to the road network. There are public roads for safe traffic movements at the present time</p> |
| 4. | <p><i>Streets should interconnect within a development and with adjoining development. Cul-de-sacs or dead-end streets are generally discouraged except where topographic conditions and/or exterior lot line configurations offer no practical alternatives for connection or through traffic. Street stubs should be provided with development adjacent to open land to provide for future connections. Streets should be planned with due regard to the designated corridors shown on the Thoroughfare Plan.</i></p> <p>Response:</p> <p>No new public streets are anticipated with the development of the subject property.</p> |
| 5. | <p><i>New development should be comprised of blocks of public and/or private streets (including sidewalks). Block faces should have a length generally not exceeding 660 feet. Where commercial driveways are used to create block structure, they should include the same pedestrian amenities as public or private streets.</i></p> <p>Response:</p> <p>The subject property is bordered on two sides by public streets and additional interconnectivity should not be required since subject property is less than one acre and minimum public road separations between roads cannot be met</p> |

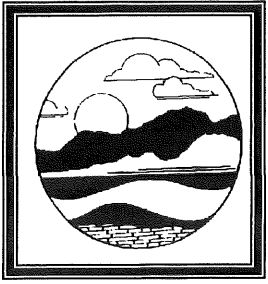
6.	<p><i>A primary task of all urban architecture and landscape design is the physical definition of streets and public spaces as places of shared use. Streets should be lined by buildings rather than parking lots and should provide interest especially for pedestrians. Garage entrances and/or loading areas should be located at the side or rear of a property.</i></p> <p>Response:</p> <p>Within the street frontage requested herein, it is anticipated that buildings will be placed in close proximity to road.</p>
7.	<p><i>Buildings should be located close to the pedestrian-oriented street (within 25 feet of the curb), with off-street parking behind and/or beside the buildings. When a development plan is located along a high volume corridor without on-street parking, one bay of parking separating the building frontage along the corridor is a preferred option.</i></p> <p>Response:</p> <p>With the street frontage requested herein, it is anticipated that buildings will be placed in close proximity to the road with parking behind or beside building</p>
8.	<p><i>If the site is located at a street intersection, the main building or main part of the building should be placed at the corner. Parking, loading or service should not be located at an intersection.</i></p> <p>Response:</p> <p>It is anticipated that buildings will be placed in close proximity to the two public streets abutting the subject property</p>
9.	<p><i>To ensure that urban open space is well-used, it is essential to locate and design it carefully. The space should be located where it is visible and easily accessible from public areas (building entrances, sidewalks). Take views and sun exposure into account as well.</i></p> <p>Response:</p> <p>Outdoor ammenity areas will be provided in compliance with the UDO which satisfies the guidelines</p>
10.	<p><i>New urban spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.</i></p> <p>Response:</p> <p>Outdoor ammenity areas will be provided in compliance with the UDO which satisfies the guidelines</p>
11.	<p><i>The perimeter of urban open spaces should consist of active uses that provide pedestrian traffic for the space including retail, cafés, and restaurants and higher-density residential.</i></p> <p>Response:</p> <p>Outdoor ammenity areas will be provided in compliance with the UDO which satisfies the guidelines</p>
12.	<p><i>A properly defined urban open space is visually enclosed by the fronting of buildings to create an outdoor "room" that is comfortable to users.</i></p> <p>Response:</p> <p>Outdoor ammenity areas will be provided in compliance with the UDO which satisfies the guidelines</p>

13.	<p><i>New public spaces should provide seating opportunities.</i></p> <p>Response:</p> <p>Outdoor amenity areas will be provided in compliance with the UDO which satisfies the guidelines</p>
14.	<p><i>Parking lots should not dominate the frontage of pedestrian-oriented streets, interrupt pedestrian routes, or negatively impact surrounding developments.</i></p> <p>Response:</p> <p>Within the street frontage requested herein, it is anticipated that buildings will be placed in close proximity to road with parking behind or beside building</p>
15.	<p><i>Parking lots should be located behind or in the interior of a block whenever possible. Parking lots should not occupy more than 1/3 of the frontage of the adjacent building or not more than 64 feet, whichever is less.</i></p> <p>Response:</p> <p>Within the street frontage requested herein, it is anticipated that buildings will be placed in close proximity to road with parking behind or beside building</p>
16.	<p><i>Parking structures are clearly an important and necessary element of the overall urban infrastructure but, given their utilitarian elements, can give serious negative visual effects. New structures should merit the same level of materials and finishes as that a principal building would, care in the use of basic design elements can make a significant improvement.</i></p> <p>Response:</p> <p>No parking structure is anticipated with the development of the subject property</p>
17.	<p><i>Higher building densities and more intensive land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the automobile.</i></p> <p>Response:</p> <p>Although no transit stop request have been requested, the applicant shall provide if requested by city.</p>
18.	<p><i>Convenient, comfortable pedestrian access between the transit stop and the building entrance should be planned as part of the overall pedestrian network.</i></p> <p>Response:</p> <p>Sidewalks will be provided from buildings to public sidewalks (in public streets right of way)which will lead to transit stops in the mixed use district</p>
19.	<p><i>All development should respect natural resources as an essential component of the human environment. The most sensitive landscape areas, both environmentally and visually, are steep slopes greater than 15 percent, watercourses, and floodplains. Any development in these areas should minimize intervention and maintain the natural condition except under extreme circumstances. Where practical, these features should be conserved as open space amenities and incorporated in the overall site design.</i></p> <p>Response:</p> <p>Any tree conservation areas as required by UDO will be provided on the subject property</p>

20.	<p><i>It is the intent of these guidelines to build streets that are integral components of community design. Public and private streets, as well as commercial driveways that serve as primary pedestrian pathways to building entrances, should be designed as the main public spaces of the City and should be scaled for pedestrians.</i></p> <p>Response:</p> <p>No new public streets are anticipated with the development of the subject property</p>
21.	<p><i>Sidewalks should be 5-8 feet wide in residential areas and located on both sides of the street. Sidewalks in commercial areas and Pedestrian Business Overlays should be a minimum of 14-18 feet wide to accommodate sidewalk uses such as vendors, merchandising and outdoor seating.</i></p> <p>Response:</p> <p>Sidewalks will be provided in compliance with the UDO which satisfies the guidelines</p>
22.	<p><i>Streets should be designed with street trees planted in a manner appropriate to their function. Commercial streets should have trees which complement the face of the buildings and which shade the sidewalk. Residential streets should provide for an appropriate canopy, which shadows both the street and sidewalk, and serves as a visual buffer between the street and the home. The typical width of the street landscape strip is 6-8 feet. This width ensures healthy street trees, precludes tree roots from breaking the sidewalk, and provides adequate pedestrian buffering. Street trees should be at least 6 1/4" caliper and should be consistent with the City's landscaping, lighting and street sight distance requirements.</i></p> <p>Response:</p> <p>Street trees will be provided in compliance with the UDO which satisfies the guidelines</p>
23.	<p><i>Buildings should define the streets spatially. Proper spatial definition should be achieved with buildings or other architectural elements (including certain tree plantings) that make up the street edges aligned in a disciplined manner with an appropriate ratio of height to width.</i></p> <p>Response:</p> <p>With the street frontage requested herein, it is anticipated that buildings will be placed in close proximity to the road which along with the street trees should satisfy the special definition described in this guideline</p>
24.	<p><i>The primary entrance should be both architecturally and functionally on the front facade of any building facing the primary public street. Such entrances shall be designed to convey their prominence on the fronting facade.</i></p> <p>Response:</p> <p>With the street frontage requested herein, it is anticipated that buildings will be placed in close proximity to the road. Building entrances will obviously be determined at the site plan approvals in accordance with UDO standards</p>
25.	<p><i>The ground level of the building should offer pedestrian interest along sidewalks. This includes windows entrances, and architectural details. Signage, awnings, and ornamentation are encouraged.</i></p> <p>Response:</p> <p>Pedestrian interest will be created along sidewalks as required by the UDO which satisfies this guideline</p>
26.	<p><i>The sidewalks should be the principal place of pedestrian movement and casual social interaction. Designs and uses should be complementary to that function.</i></p> <p>Response:</p> <p>Pedestrian interest will be created along sidewalks as required by the UDO which satisfies this guideline</p>

REZONING APPLICATION SUBMITTAL REQUIREMENTS ("Rezoning Checklist")

TO BE COMPLETED BY APPLICANT			COMPLETED BY CITY STAFF		
General Requirements – General Use or Conditional Use Rezoning	YES	N/A	YES	NO	N/A
1. I have referenced this Rezoning Checklist and by using this as a guide, it will ensure that I receive a complete and thorough first review by the City of Raleigh	<input checked="" type="checkbox"/>	<input type="checkbox"/>			
2. Rezoning application review fee (see <u>Fee Schedule</u> for rate)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
3. Completed application; Include electronic version via cd or flash drive	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
4. Two sets of stamped envelopes addressed to all property owners within 100 feet of property to be rezoned	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
5. Pre-Application Conference	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
6. Neighborhood Meeting notice and report	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		✓
7. Trip Generation Study	<input type="checkbox"/>	<input checked="" type="checkbox"/>			✓
8. Traffic Impact Analysis	<input type="checkbox"/>	<input checked="" type="checkbox"/>			✓
9. Completed and signed zoning conditions	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
10. Completed Comprehensive Plan Consistency Analysis	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
11. Completed Response to the Urban Design Guidelines	<input checked="" type="checkbox"/>	<input type="checkbox"/>	✓		
12. For applications filed by a third party, proof of actual notice to the property owner	<input type="checkbox"/>	<input checked="" type="checkbox"/>			✓
13. Master Plan (for properties requesting Planned Development or Campus District)	<input type="checkbox"/>	<input checked="" type="checkbox"/>			✓



McIntyre & Associates, P.L.L.C.

Engineers and Land Planners

August 2, 2017

Re: 4506 Louisburg Road, 4428 James Road

Neighboring Property Owners

You are invited to attend a neighborhood meeting . The meeting will be held at 4932B Windy Hill Drive in Raleigh and will begin at 7:30 pm on August 24, 2017 .The purpose of the meeting is to discuss a potential rezoning of the property located at 4506 Louisburg Road and 4428 James Road. This site is currently zoned R-6 and is proposed to be rezoned to NX conditional use zoning. The City of Raleigh requires that prior to the submittal of any rezoning application, a neighborhood meeting be held involving the property owners within 100 feet of the area requested for rezoning . For more information about rezoning, you may visit www.raleighnc.gov or contact the Raleigh City Planning Department at: (919)996-2626 rezoning @ raleighnc.gov. If you have any concerns or questions I can be reached at 9194275227.

Thank You

Mac McIntyre P.E.

7

SUMMARY OF ISSUES

A neighborhood meeting was held on AUGUST 24, 2017 (date) to discuss a potential rezoning located at 4506 LOOKSBURG RD, 4428 JAMES RD (property address).

The neighborhood meeting was held at 4932 B WINDY HILL DRIVE (location).
RALEIGH N.C.

There were approximately 0 (number) neighbors in attendance. The general issues discussed were:

Summary of Issues:

NO ISSUES

ATTENDANCE ROSTER

[illegible]



Pre-Application Conference Meeting Record

Transaction #: 521910 Meeting Date & Time: July 21 2017 10:30

Location: OEP 312

Attendees: Kyle Little, Matt Klem, Jason Hardin,
Mac, MacIntyre

Parcels discussed (address and/or PIN): 4506 Louisburg Rd, 4428 James RT

Current Zoning: R-6

Potential Re-Zoning: NX, CX

CAC Chair/Contact Information: Northeast WRenia Bratts-Brown cacnortheast@gmail.com

General Notes: FLUM designation is for Neighborhood Mixed
Use. NX Zoning allows Retail, Residential, and office.
Chapter 6 in the UDO has the permitted use table. Could
attempt CX and use conditions to limit some certain
intense uses. site has a parkway frontage.

Department & Staff	Notes
Development Services ___Justin Rametta Justin.Rametta@raleighnc.gov 919-996-2665 ___Mike Walters Michael.Walters@raleighnc.gov 919-996-2636 ___Walt Fulcher Walt.Fulcher@raleighnc.gov 919-996-3517	UDO Sections: